

4.4 Existing Population and Housing Density

Population density and housing density are not precisely the same characteristic, but they generally closely correlate with each other. Both the highest population and housing densities occur in “downtown” Chula Vista, near the city “center” in the west central portion of the City. A few small areas of moderate population density occur in eastern Chula Vista associated with areas of moderate housing density embedded within large areas of low housing densities. (See Figure 4-3: 2002 Population Density and Figure 4-5: 2002 Housing Density.)

4.5 Future Population and Housing Density

Population and housing densities in Chula Vista exhibit the expected trend of moderate increases in the year 2030 data compared to 2002. The areas of highest density in the western portion of Chula Vista display a trend to outward expansion while remaining essentially contiguous. Large areas of eastern Chula Vista not currently shown as populated will become developed into low and moderate density housing. The City of Chula Vista is also planning for high density residential development in an “Eastern Urban Center” bounded by the future SR 125 to the east, Olympic Parkway to the south, EastLake Parkway to the west and Rock Mountain Road to the north. More than 2,000 housing units with densities of up to 35 units per acre are planned for this development which will also feature a transit hub and an undercrossing of SR 125 midway between two proposed interchanges at Rock Mountain Road and Birch Parkway. (See Figure 4-4: 2030 Population Density and Figure 4-6: 2030 Housing Density.)

4.6 Summary of Trip Origins

Based on the foregoing analysis of housing density, population density and land use, most future bicycle activity is likely to originate from within the residential areas. These areas will become large enough in terms of population density and physical size to generate some bicycle traffic that originates and terminates within them, as well as supplying users for the city-wide bicycle system. Questionnaire results also indicated that a substantial number of commuting cyclists currently come from neighboring communities. As employment densities increase, especially along the SR-125 corridor, the number of commuting cyclists from neighboring communities can also be expected to grow as well. The development of a university campus in this area is likely to generate significant numbers of commuting cyclists.

Redevelopment and land use intensification in western Chula Vista will occur over time and may create more congested areas that could become less hospitable for cyclists. Some areas for intensification may be brought forward as part of the current General Plan update.

Actual intensification will be gradual, but these redevelopment areas may create relatively immediate impacts in the form of a more “urban” traffic pattern. This is likely to be most problematic where areas of intensification occur along the roadways already designated as Class 3 routes. However, one of the expected benefits of combining increased residential density and mixed use development is some reduction in local motor vehicle trips. This will have a positive effect on the area’s overall impression for cycle transportation which, in turn, is likely to encourage further increases in bicycle use for local trips.

